

Transportation

Interstate freeways, transcontinental railways, a deep-water shipping channel and two major airports give Placer County easy access to many major markets. Four major highways allow one-day freight delivery throughout California and parts of the West Coast, making Placer County an excellent location for warehouse and distribution facilities. Similarly, the Port of Sacramento provides access for deep-draft ships. The Greater Sacramento Area transportation advantages benefit the local economy and enhance Placer County's ability to reach and serve markets in the United States and abroad.

This section covers highways, airports, the Port of Sacramento, railroads, trucking and public transit.

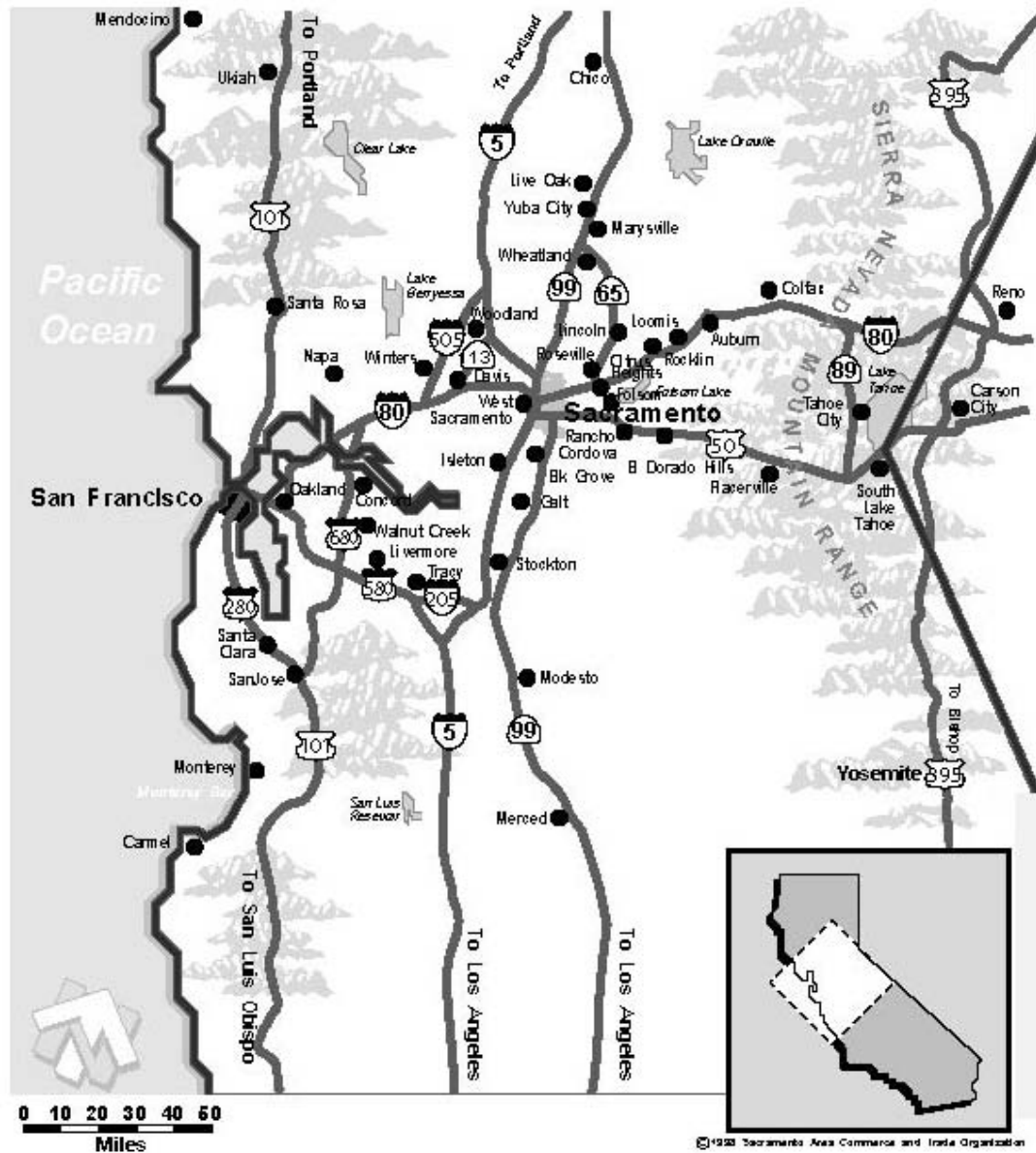
Highways

Access via Interstate 80 and more than 820 miles of connecting highways permits rapid commutes to surrounding regions, placing cities such as San Francisco, Reno, Nevada and Salt Lake City within one day's travel from Placer County. Highway 65 provides access from Interstate 80 north to Lincoln and Marysville. Interstate 5 links Placer County with Oregon and Washington in the north, and Los Angeles, Orange and San Diego Counties in the south. Highway 99 travels north and south through the agricultural regions of the San Joaquin and Sacramento Valleys and nearby Highway 50 provides a direct connection to South Lake Tahoe and convenient access to all connecting freeways in the Greater Sacramento Area.

Figure 69 provides a view of the major transportation infrastructure in the Greater Sacramento Area and beyond.

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FIGURE 69
TRANSPORTATION MAP



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Source: Sacramento Area Commerce and Trade Organization, Sacramento Regional Map

Airports

Three large airports serve the residents and businesses of Placer County: Sacramento International Airport, Reno/Tahoe International Airport, and Mather Airport. Figure 70 shows the traffic for each of these airports.

FIGURE 70
AIRPORT TRAFFIC

| <i>Airport</i> | <i>1997</i> | <i>1998</i> | <i>1999</i> | <i>2000</i> | <i>2001</i> | <i>2002</i> | <i>2003**</i> |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| Sacramento Int'l Airport | | | | | | | |
| Passengers | 6,967,280 | 7,201,378 | 7,554,892 | 7,923,999 | 8,012,581 | 8,510,924 | 5,910,628 |
| Aircraft Operations | 167,604 | 151,205 | 155,528 | 149,969 | 151,642 | 158,202 | 107,210 |
| Air Freight (pounds) | 132,500,105 | 123,061,569 | 102,131,390 | 101,676,554 | 105,129,404 | 133,134,658 | 88,397,098 |
| Air Mail (pounds) | 35,491,547 | 33,984,210 | 31,588,376 | 33,868,325 | 27,608,806 | 22,636,689 | 14,763,434 |
| Mather Airport | | | | | | | |
| Air Freight (pounds) | 78,935,309 | 121,643,622 | 156,559,629 | 148,742,644 | 129,297,510 | 123,610,668 | 74,173,471 |
| Air Mail (pounds) | 0 | 0 | 56,854,375 | 219,705,701 | 111,775,225 | - | - |
| Reno/Tahoe Int'l Airport | | | | | | | |
| Passengers | 6,865,965 | 6,663,125 | 6,104,086 | 5,626,034 | 4,932,648 | 4,510,992 | 379,620 |
| Aircraft Operations | 162,381 | 153,473 | 152,103 | 149,873 | 139,660 | 145,036 | 118,177 |
| Air Freight (pounds)* | 88,121,282 | 96,049,800 | 104,003,193 | 111,681,574 | 100,523,174 | 106,377,207 | 84,605,971 |

Sacramento Regional Research Institute, December 2003

Data Source: Sacramento Department of Airports, Airport Properties & Business Development, *Operations Reports*

Reno/Tahoe International Airport, Marketing Department

*Note: Includes Air Mail

**Note: Sacramento International YTD August, Mather Airport & Reno/Tahoe International YTD October

The newly remodeled Sacramento International Airport added 12 gates, doubling the terminal space. Sacramento International Airport is located 12 miles north of downtown Sacramento and 29 miles from Rocklin. The airport is served by thirteen airline carriers: Alaska, Aloha, America West, American, Continental, Delta, Frontier, Hawaiian, Horizon, Mexicana, Northwest, Southwest, and United. They provide travelers with nonstop or convenient connecting service to over 150 cities across the country and around the world. Commuter carrier United Express offers extensive service to smaller communities throughout California. In 2002, over 8.5 million travelers used Sacramento International Airport. During that period, over 133 million pounds of air freight and close to 23 million pounds of air mail were processed through the airport. Figure 71 shows many of the outgoing flights from Sacramento International Airport.

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FIGURE 71
SACRAMENTO INTERNATIONAL AIRPORT FLIGHTS

| Outgoing Flights/Week | | | Outgoing Flights/Week | | |
|--------------------------------|---------|------------------------|----------------------------|---------|------------------------|
| Destination | Nonstop | One Stop or Connection | Destination | Nonstop | One Stop or Connection |
| Acapulco, Mexico | 0 | 1 | London, England (Heathrow) | 0 | 21 |
| Albany, NY | 0 | 14 | Los Angeles, CA | 101 | 0 |
| Albuquerque, NM | 0 | 73 | Louisville, KY | 0 | 40 |
| Amsterdam, Netherlands | 0 | 28 | Madison, WI | 0 | 14 |
| Anchorage, AK | 0 | 41 | Manchester, NH | 0 | 21 |
| Atlanta, GA | 14 | 94 | Maui, HI | 0 | 7 |
| Austin, TX | 0 | 68 | Mazatlan, Mexico | 0 | 6 |
| Bakersfield, CA | 0 | 7 | Memphis, TN | 0 | 15 |
| Baltimore, MD | 0 | 115 | Mexico City, Mexico | 0 | 54 |
| Belize City, Belize | 0 | 4 | Miami, FL | 0 | 60 |
| Billings, MT | 0 | 2 | Milwaukee, WI | 0 | 23 |
| Birmingham, AL | 0 | 14 | Minneapolis/ St. Paul, MN | 21 | 48 |
| Boise, ID | 13 | 21 | Monterey, CA | 0 | 27 |
| Boston, MA | 0 | 106 | Monterrey, Mexico | 0 | 26 |
| Bozeman, MT | 0 | 1 | Montreal, QU, Canada | 0 | 7 |
| Buffalo, NY | 0 | 28 | Nashville, TN | 0 | 29 |
| Burbank, CA | 73 | 0 | New Orleans, LA | 0 | 53 |
| Calgary, AL, Canada | 0 | 1 | New York, NY (Kennedy) | 0 | 48 |
| Cancun, Mexico | 0 | 30 | New York, NY (La Guardia) | 0 | 115 |
| Caracas, Venezuela | 0 | 7 | New York, NY (Newark) | 0 | 138 |
| Charlotte, NC | 0 | 62 | Norfolk, VA | 0 | 27 |
| Chicago (Midway) | 0 | 49 | Oklahoma City, OK | 0 | 54 |
| Chicago (O'Hare) | 35 | 35 | Omaha, NE | 0 | 68 |
| Cincinnati, OH | 0 | 41 | Ontario, CA | 76 | 0 |
| Cleveland, OH | 0 | 61 | Orange County, CA | 48 | 0 |
| Colorado Springs, CO | 0 | 22 | Orlando, FL | 0 | 90 |
| Columbus, OH | 0 | 84 | Palm Springs, CA | 0 | 21 |
| Corpus Christi, TX | 0 | 6 | Paris, France (De Gaulle) | 0 | 12 |
| Cozumel, Mexico | 0 | 1 | Pensacola, FL | 0 | 6 |
| Crescent City, CA | 0 | 12 | Philadelphia, PA | 0 | 83 |
| Dallas/ Ft. Worth, TX | 34 | 42 | Phoenix, AZ | 81 | 27 |
| Dayton, OH | 0 | 35 | Pittsburg, PA | 0 | 55 |
| Denver, CO | 47 | 23 | Portland, OR | 74 | 0 |
| Des Moines, IA | 0 | 21 | Providence, RI | 0 | 42 |
| Detroit, MI | 0 | 83 | Puerto Vallarta, Mexico | 0 | 8 |
| El Paso, TX | 0 | 17 | Raleigh/ Durham, NC | 0 | 71 |
| Eureka/ Arcata, CA | 12 | 0 | Richmond, VA | 0 | 33 |
| Fort Myers, FL | 0 | 8 | Rochester, NY | 0 | 14 |
| Frankfurt, Germany | 0 | 21 | Saginaw, MI | 0 | 7 |
| Fresno, CA | 0 | 27 | Salt Lake City, UT | 32 | 0 |
| Ft. Lauderdale, FL | 0 | 20 | San Antonio, TX | 0 | 68 |
| Grand Rapids, MI | 0 | 28 | San Diego, CA | 85 | 0 |
| Great Falls, MT | 0 | 1 | San Francisco, CA | 55 | 0 |
| Green Bay, WI | 0 | 7 | San Jose Cabo, Mexico | 0 | 8 |
| Greensboro, NC | 0 | 7 | San Juan, Puerto Rico | 0 | 13 |
| Guadalajara, Mexico | 6 | 7 | San Luis Obispo, CA | 0 | 14 |
| Harrisburg, PA | 0 | 6 | Santa Barbara, CA | 0 | 27 |
| Hartford, CT | 0 | 40 | Seattle, WA | 69 | 0 |
| Honolulu, HI | 7 | 0 | Spokane, WA | 0 | 47 |
| Houston, TX (Hobby) | 0 | 17 | St. Louis, MO | 13 | 52 |
| Houston, TX (Intercontinental) | 14 | 44 | Tampa, FL | 0 | 80 |
| Indianapolis, IN | 0 | 75 | Toronto, Canada | 0 | 28 |
| Jacksonville, FL | 0 | 12 | Tucson, AZ | 0 | 37 |
| Kansas City, MO | 7 | 76 | Tulsa, OK | 0 | 24 |
| Ketchikan, AK | 0 | 7 | Washington DC (Dulles) | 0 | 94 |
| Las Vegas, NV | 60 | 13 | Washington DC (National) | 0 | 92 |
| Lexington, KY | 0 | 7 | West Palm Beach, FL | 0 | 17 |
| London, England (Gatwick) | 0 | 34 | Wichita, KS | 0 | 28 |

Sacramento Regional Research Institute, December 2003

Data Source: Sacramento International Airport Flight Schedule, September 2003

Note: For the most current flight information and additional flights go to

http://www.innovata_llc.com/smf/htmapsmf/asp?arrivecity

The Reno/Tahoe International Airport, located in Reno, Nevada, provides the services of 10 major airlines and non-stop service to more than 50 North American markets. In 2002, the Airport served over 4.5 million passengers. Recent improvements include parallel 9,000 foot and 11,000 foot concrete runways, an improved baggage claim area, and a 2,400 space parking structure. The largest regularly scheduled aircraft is the Boeing 757. The Airport, however, can accommodate aircraft as large as a Boeing 747.

Mather Airport began operations in May 1995 as an air cargo and general aviation facility. Mather includes two parallel runways, one of which is 11,300 feet long and capable of handling the largest, fully loaded aircraft. The majority of air cargo companies have shifted their operations from Sacramento International Airport to Mather Airport, a facility that can meet their requirements more efficiently.

The Lincoln Regional Airport is a publicly-owned airport situated on 775 acres, 35 miles north of Sacramento International Airport. This airport is a regional center for general and corporate aviation, with an industrial and business park expanding on and around the facility. The airport has a single asphalt runway capable of landing most corporate jet aircraft. Facilities include 260 tie-downs, 46 portable hangars, 70 T-hangars, nine corporate hangars, and conventional hangar space for 26 aircraft. An Instrument Landing System also makes Lincoln Airport more accessible during inclement weather to the 200 aircraft and corporate jets ported at Lincoln.

The Truckee Tahoe Airport is located midway between the historic town of Truckee and the beautiful north shores of Lake Tahoe. A full range of airport services are available for corporate and private aircraft. The centralized location of the Truckee Tahoe Airport provides excellent access to skiing, boating, tennis, golf, swimming, and lodgings nestled in the majestic mountains and green valleys of the Sierra. Two paved runways, one 4,650 feet and the other 100 feet by 7,000 feet, complete runway lighting, 210 paved tie-downs, and 24-hour aircraft fueling are available.

The 210-acre Auburn Municipal Airport site is located within the city limits of Auburn. The paved runway is 3,700 feet long and 75 feet wide with one 30-foot wide parallel paved taxiway. A 40 by 40 foot public helipad is available and adjacent to a helipad that served the California Highway Patrol throughout most of 2003. The Auburn Municipal Airport provides automatic runway lights, 176 tie-downs and aviation fuel.

Port of Sacramento

In the Port of Sacramento's 2003 fiscal year, 878,000 short tons were handled. Figure 72 shows the historical tonnage for the Port of Sacramento.

FIGURE 72
PORT OF SACRAMENTO
HISTORICAL TONNAGE
(IN THOUSANDS)

| <i>Fiscal Year</i> | <i>Tonnage (Short Tons)</i> | <i>Percent Change</i> |
|--------------------|---------------------------------|---------------------------|
| 1992 | 1,224 | |
| 1993 | 1,126 | -8% |
| 1994 | 1,368 | 22% |
| 1995 | 1,009 | -26% |
| 1996 | 1,154 | 14% |
| 1997 | 1,091 | -5% |
| 1998 | 1,033 | -5% |
| 1999 | 872 | -16% |
| 2000 | 833 | -4% |
| 2001 | 922 | 11% |
| 2002 | 748 | -19% |
| 2003 | 878 | 17% |

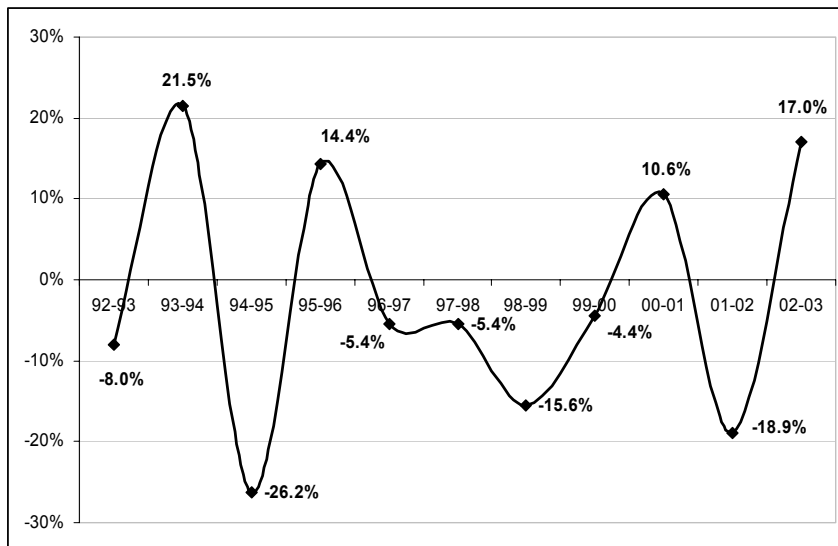
Sacramento Regional Research Institute, December 2003
Data Source: Port of Sacramento

The Port of Sacramento is an operating port that offers a complete line of services to both shippers and receivers of cargo. A variety of bulk and break-bulk cargos move through the port's five berths. Major commodities are wood chips, rice, wheat, fertilizers, cement lumber, and animal feeds. Its location near Interstates 80 and 5 give trucks easy access. Major transcontinental railways also serve the Port, operating on the Port's own track system and 200-car marshalling yard.

Located 79 nautical miles northeast of the San Francisco Bay, the inland Port of Sacramento provides environmental protection, enabling it to handle many sensitive cargoes. Ship loaders, warehouses, and enclosed conveyor systems are equipped with dust collection equipment. A total of 309,960 square feet of covered storage is available for break-bulk cargo and general storage. The Port also has outside bulk paved storage for 650,000 tons. Inside, covered bulk storage areas provide space for almost 200,000 tons. In addition, the Port has approximately 3,000 acres of land on either side of the 47-mile long ship channel. Some of this land is suitable for development.

The annual shipping volume is highly volatile, as seen in Figure 73. The volatility is due to the sensitivity of the port operation to local, state, national and international economic events.

FIGURE 73
PORT OF SACRAMENTO TONNAGE GROWTH RATES



Sacramento Regional Research Institute, December 2003

Data Source: Port of Sacramento

Railroads

Placer County is on the main east-west Union Pacific Railway lines. For over 80 years, a major switching yard has operated in Roseville. Union Pacific's 600-acre Roseville site is the largest rail yard on the west coast providing transcontinental "piggyback" services. The yard has handled an increasing volume of freight every year since it was designed as a piggyback hub in 1983. In addition, siding and tie-ins are provided at company facilities, affording direct access to railcars.

As a result of the 1996 merger of the Union Pacific with the Southern Pacific, Placer County has access to Burlington Northern Santa Fe Railway, giving the County service by both major Western railroads. Union Pacific's major freight classification facility for Northern California, Nevada and Oregon continues to remain in Roseville.

Amtrak provides daily passenger service from Placer County to locations in and out of California. In addition, an Amtrak train that travels the length of the Central Valley is linked by bus to Stockton, 50 miles to the south. The Capitol Corridor system provides high speed commuter rail service from Roseville to San Jose. The Capitol Corridor system is currently planning to expand the number of high speed trains serving Roseville to as many as ten during the next ten years.

Trucking

The valley's reputation as a leading agricultural center is supported by a trucking service that moves the majority of produce from the fields to processing plants, and market destinations throughout the United States. The trucking industry also supports the Greater Sacramento Area's manufacturing base by transporting goods produced by industries in the region. Trucks serve other businesses that send and receive daily shipments, making it clear that trucking is a major component in the network of transportation services available to Placer County.

Public Transit

Greyhound Bus Lines provides passenger and small freight services in Placer County. Roseville Dial-A-Ride (RADAR) offers local bus service to Roseville residences while Placer County transit supplies bus service to the South Placer area. The Roseville Commuter Service operates an express commuter bus service between Roseville and Sacramento.

The cities of Auburn and Lincoln operate local bus service within their respective communities. The Consolidated Transportation Services Agency (CTSA) runs specialized transit services for elderly and disabled persons in Placer County.

The Tahoe Area Regional Transit (TART) operates along 30 miles of Lake Tahoe shoreline and includes a shuttle between Tahoe City and Truckee via Highway 89, several times daily. TART bus service is operated by the County of Placer Department of Public Works and funded on the Nevada side by the Regional Transportation Commission of Washoe County. On the Truckee side, the service is partially funded by the Town of Truckee.

Figure 74 illustrates the annual ridership for the TART bus service. The ridership has had some fluctuations over the past ten years, however it has remained fairly constant for many years and began to show increases in 2000. The largest growth in ridership was seen between 1999 and 2002 with 13 percent growth in riders.

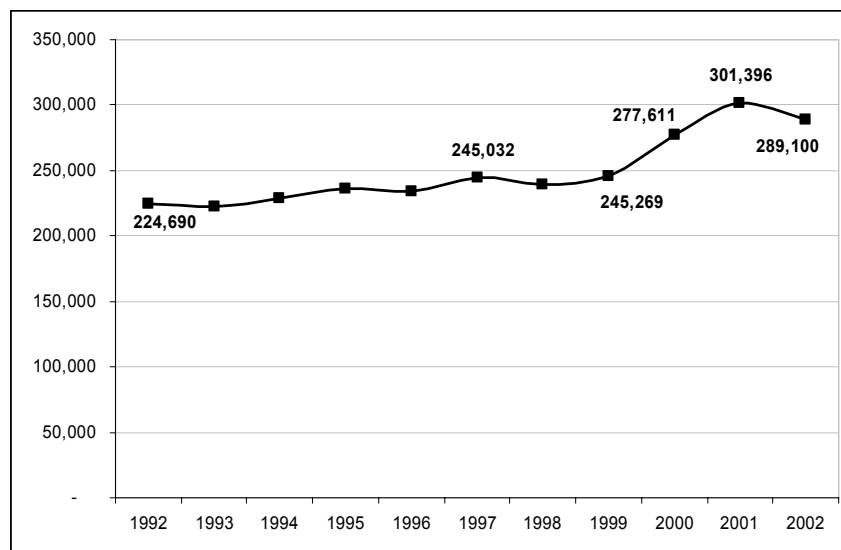
FIGURE 74
TART ANNUAL RIDERSHIP

| <i>Fiscal Year</i> | <i>Ridership</i> | <i>Percent Change</i> |
|--------------------|------------------|-----------------------|
| 1992 | 224,690 | |
| 1993 | 222,080 | -1.2% |
| 1994 | 229,077 | 3.2% |
| 1995 | 235,850 | 3.0% |
| 1996 | 233,692 | -0.9% |
| 1997 | 245,032 | 4.9% |
| 1998 | 239,563 | -2.2% |
| 1999 | 245,269 | 2.4% |
| 2000 | 277,611 | 13.2% |
| 2001 | 301,396 | 8.6% |
| 2002 | 289,100 | -4.1% |

Sacramento Regional Research Institute, December 2003
Data Source: Tahoe Area Regional Transit

Figure 75 provides a graphical depiction of the TART ridership since 1992. The graph demonstrates the fairly stable ridership over the past ten years. In 2001, the ridership was at its highest point at about 30,000 people, and has seen a slight decline after that point.

FIGURE 75
TART RIDERSHIP TREND



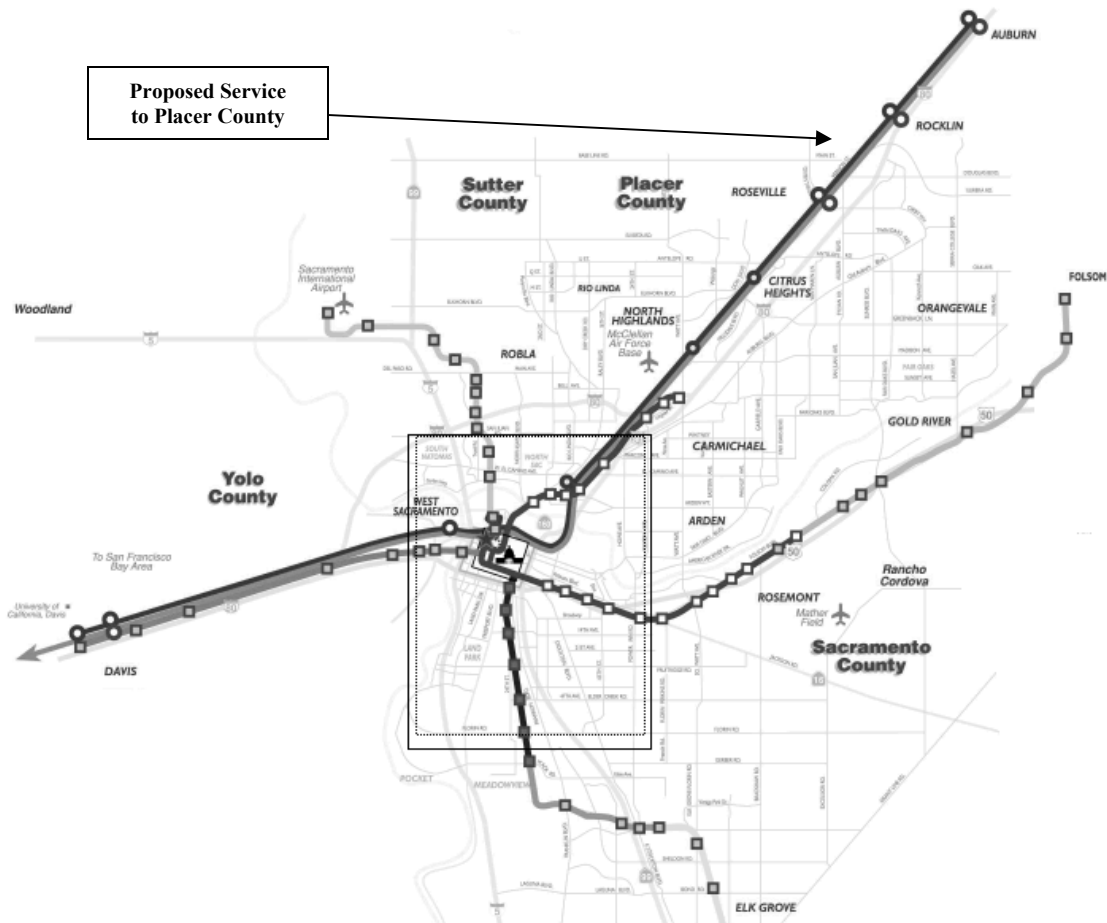
Sacramento Regional Research Institute, December 2003
Data Source: Tahoe Area Regional Transit

Figure 76 graphically shows the Sacramento Regional Transit District's ten-year expansion proposal. The planned South Sacramento Line will connect downtown Sacramento with Elk Grove. The first phase of this line was completed in September of

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2003. Phase two of the South Sacramento Line is scheduled to be completed between 2004 and 2007. Additionally, Regional Transit is adding an extension from downtown Folsom to the downtown Sacramento Amtrak station. As shown in the map, there are also plans to extend the rail service to Roseville, Rocklin, and Auburn.

FIGURE 76
SACRAMENTO REGIONAL TRANSIT DISTRICT
TEN-YEAR SYSTEM EXPANSION PROPOSAL MAP



Sacramento Regional Research Institute, December 2003
Source: Sacramento Regional Transit District